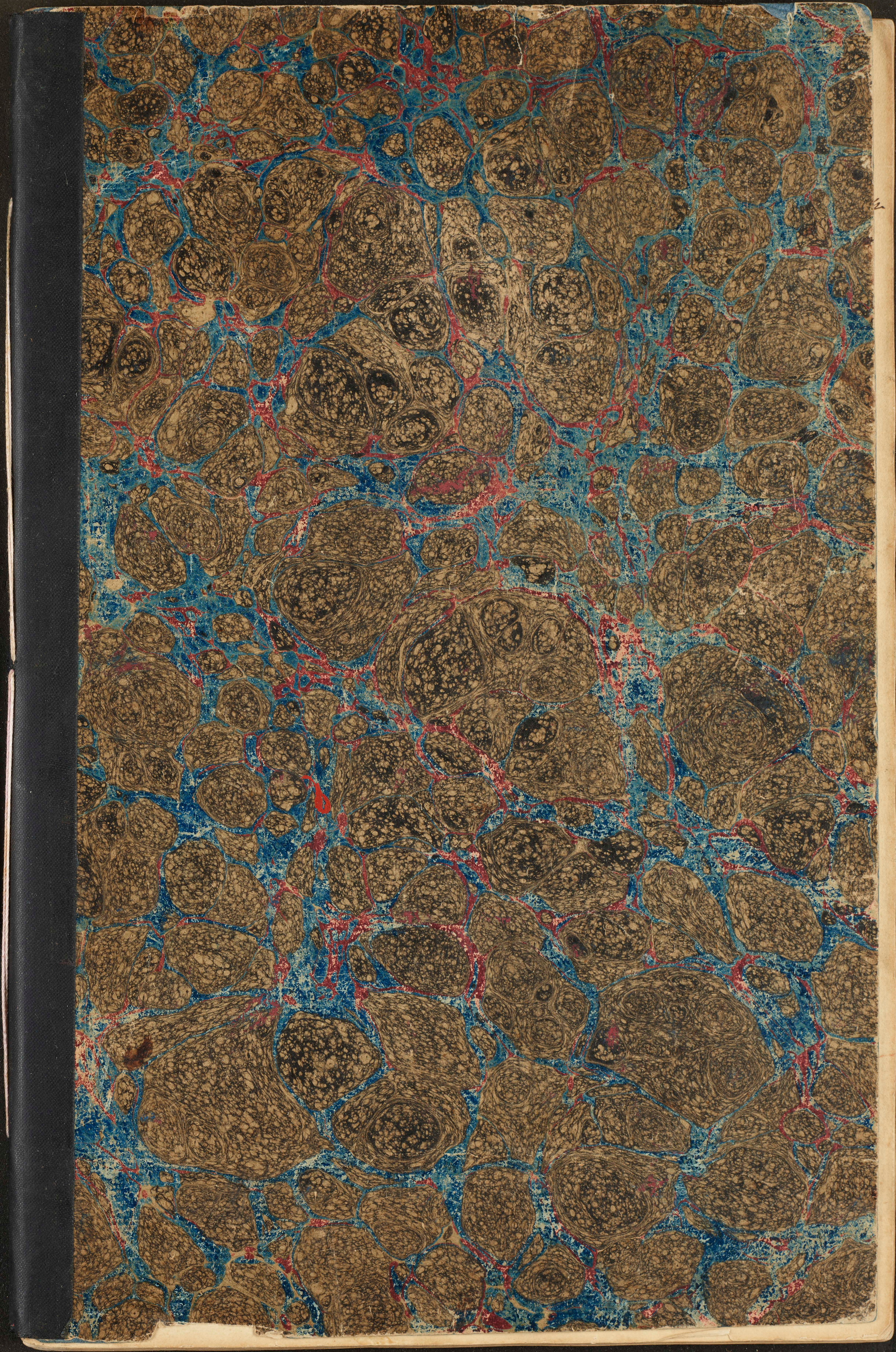




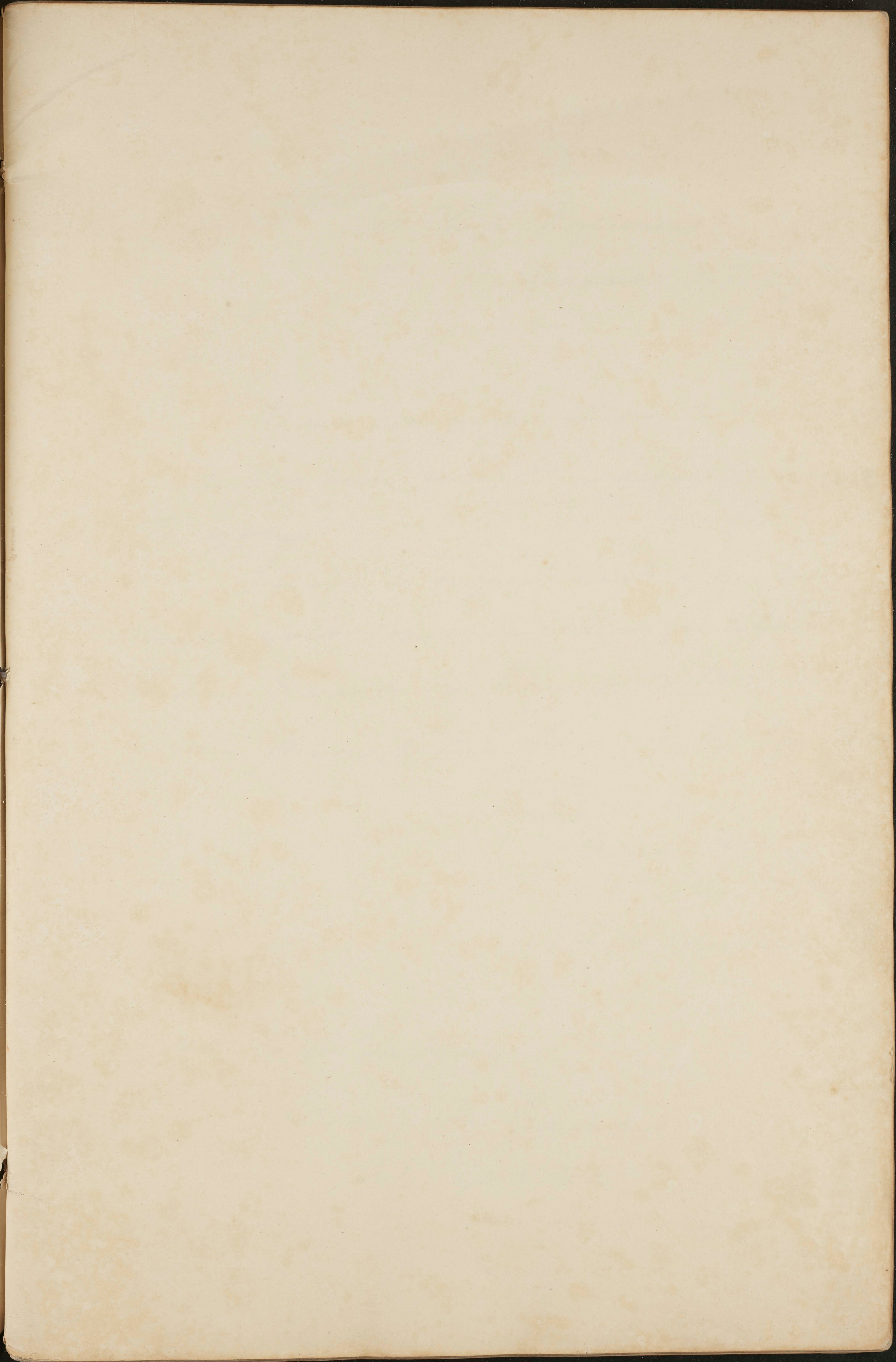
537

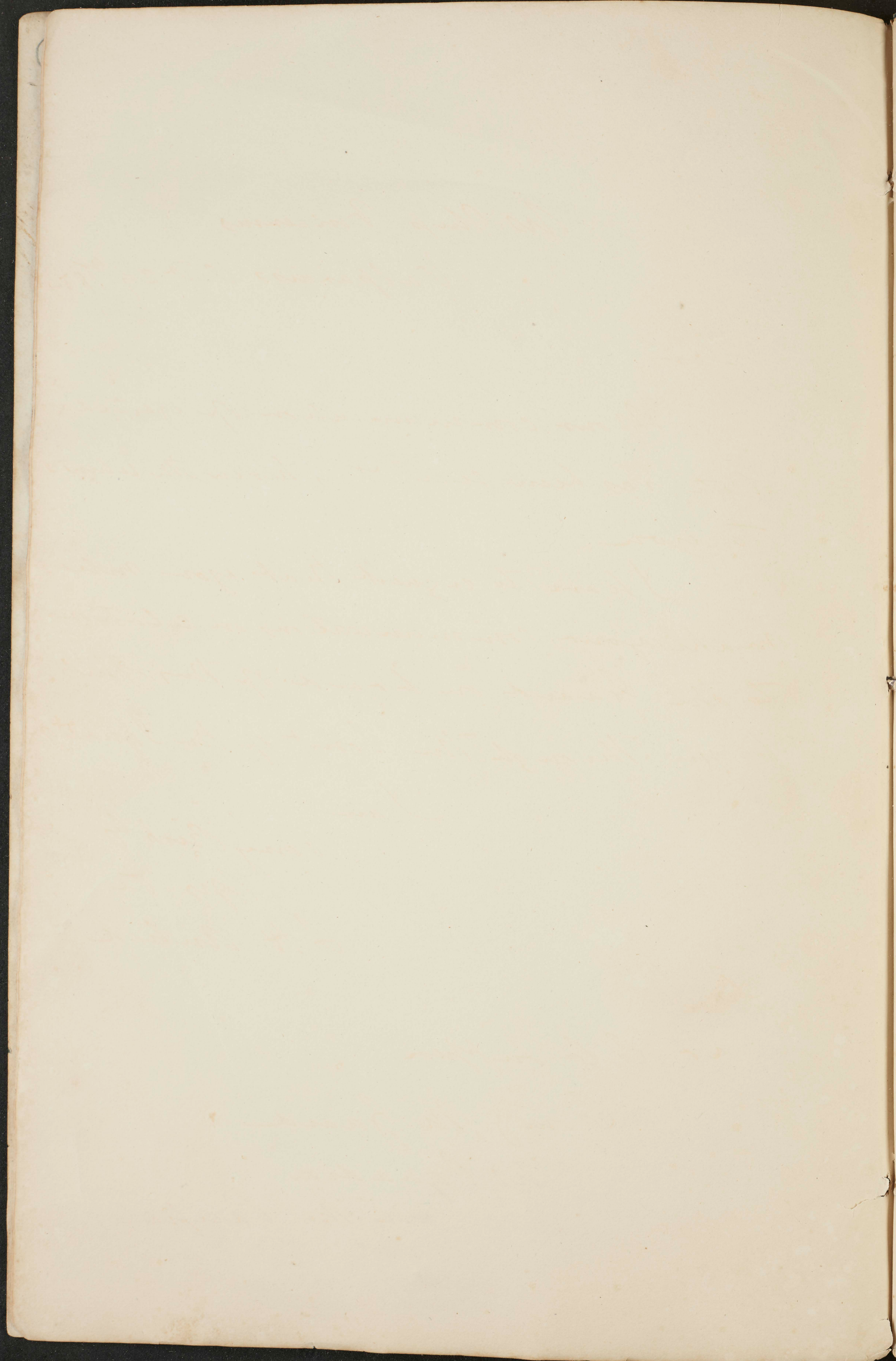
At Ship Vincennes

Valparaiso Oct 29th
1834

Sir

Your communication has been





US Ship Vincennes

Valparaiso Oct 29th 1834

Sir

Your communication of yesterday
date has been rec^d & is herewith returned
to you

I have to request that you will
make your communications in relation
to the Guard on board of this ship
to me through the Com^d of the Squadron

I am

Very Resp^{ly}

Yrs &c

J H Anlick -

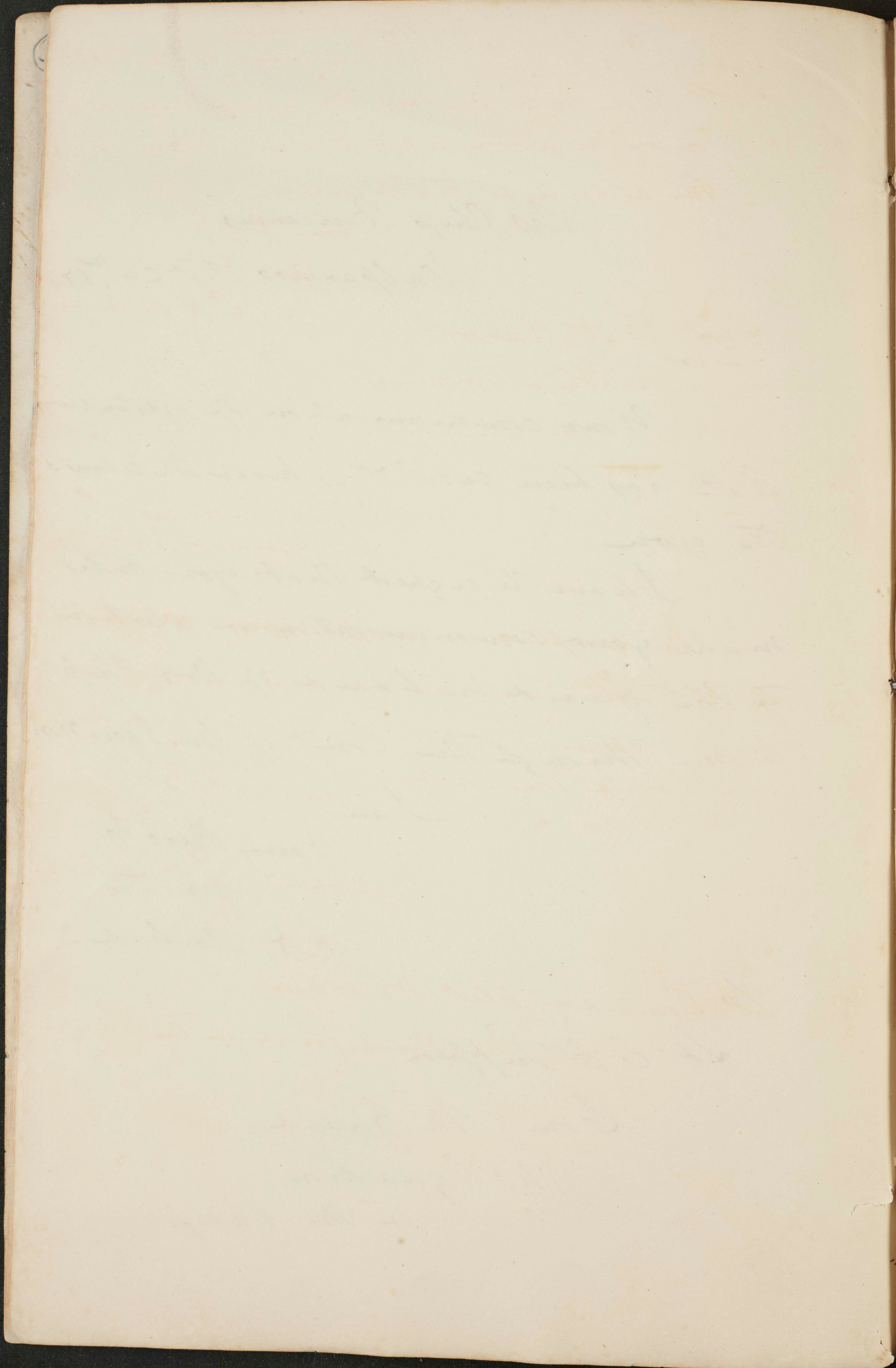
To

Lt C C Tupper

Com^d the Guard

US Squadron

in the Pacific -



Sir,

US Ship Vincennes
Valparaiso. Oct 30th 1834

You will prepare the reports called
for by the above order & hand them to
me as early as practicable -

Very Resp^{ly}

To,

(Signed) Yours &c

J H Mclick.

Lieut R St Brewster.

US Ship Vincennes.

Com^d M^r M^r -

Sir,

US Ship Vincennes
Valparaiso - Sept 1st 1834

In compliance with your order
of 30th ult. I have the honor to enclose the
reports referred to in relation to the Guard
on board this ship -

Very Resp^{ly}

Yours &c

(Signed) J H Mclick

To,

Commander Alex. Macdonald

Command^{ing} US Naval forces in the Pacific -

U.S. Ship Vancouver
Valparaiso Nov 21st 1834

Sir

Lt Raper's application for leave
to return to the States was made
with my sanction, & I shall be
pleased if you will grant his
request.

The Certificate & application
are herewith returned

Very Resp^{ly}

Yrs &c

J H Aulick

To

Com^d Wadsworth

Com^d U.S. Star

Forces - Pacific -

As Ship Viricinus
Valp^o Nov^r 17th 1834

Sir

I have the honor to report this ship
ready for any service you may
think proper to assign of her

Very Resp^{ly}

Yr^{ty} J^t Aulick

To

Commo^o Wadsworth

Comm^s As Naval Force

Pacific

As Ship Viricinus
Valp^o Nov^r 17th 1834

Sir

The enclosed application of
Midshipⁿ Sperry is made with
my sanction, in consequence of
the crowded state of our Storage

Very Resp^{ly}

Yr^{ty} J^t Aulick

To,

Commo^o Wadsworth

Comm^s As Naval

Force - Pacific -

J^t Aulick

W Ship Vincennes
Valp 2/8th 1834

Sir.

You are hereby transferred to
The Brandywine.

By order of Commr Wadsworth.

J H Anlick

To.
Miss J L Parker.

At Ship's Vincennes

Anca Bay. Decr 30/834

To the Commander of
The Peruvian Schooner
Of War The "Convencion"

Sir.

I have this morning received a communication from the Capt of the American Merchant Brig The Canada, recently at Anchor in this Bay, from which the following is an extract - To wit -

"I arrived at Anca the morning of the 18th inst. After we had been anchored & moored nearly 36 hours, the Commander of the Convencion sent an Officer to request me to move farther from him, as I was too near his Vessel. I directed my first Officer to veer away on the Chain, & take in the slack of the cable astern - Shortly after this a Midshipman came on board & ^{said the Commander} requested me to move still farther. I told him we had our cable all out. That I was not near him - After reporting this to his superior Officer, he (the Midshipman) again returned & said I must move - I then told him I would obey the order of the Capt of the Port, who was the only person I considered authorized to put me to the inconvenience of changing my berth. That if he directed me I would move. That I did not know any Officer on board the Schooner. & only the Capt of the Port was I bound to obey -

A short time after this I beheld three boats full of armed men coming to the Brig - The Commanders came on board (accompanied by two Officers all in uniform) & broke out into violent language to me expressive of his displeasure at my daring to refuse his previous commands. I told him I had veered away all the Chain I could - at which he still continued his threatening language stating that I had sent him an impudent answer. That he was the Capt of the Bay. & that he had brought his men to move my Vessel - Upon

which I told him that since he had brought
his Crew & was Capt, I & my Crew would leave
the Vessel to him - I accordingly ordered my
Officers & Crew into my boat & we all went on
shore, except the Cook & Steward - Mr J W Finley
also remained on board - I immediately wrote
upon Mr Geo W Taylor, Port Agent, to whom
the Brig was consigned & informed him of
what had occurred. who reported it to the Capt
of the Port & requested the interference of his au-
-thority - The Capt of the Port went on board the
"Canada" & succeeded in getting the Commander
to leave ^{The Brig} ~~the~~ without ordering the armed force
alongside, left in charge off - After about an
hour or two, finding that I was not to be in-
terdicted, & reflecting perhaps that he had
exceeded in a culpable degree his authority -
he gave the order from the Schooner for the
return of his force - After which finding my
Vessel free & myself under no further con-
-straint I returned on board with my Crew & again
assumed my command -

This statement is accompanied by a certificate from
the Captains of three Vessels then present, of which the
following is an exact Copy to wit -

We the undersigned Captains of Merchant Vessels
now lying in the Port of Arica. Certify to the following
That we were within a short distance of the "Canada",
an American Brig commanded by Capt Robt Hardie
when she was boarded by the Commander of the Peruvian
Schooner of War "Convencion" That the Canada had
been Anchored & Moored at the same spot nearly thirty
six hours - without any appearance of inconvenience to
any Vessel in the Harbour. That the distance between the
the Canada & the Convencion was more than sufficient
for every nautical purpose, & could not well in our
opinion have interfered in any manner with the safety

or convenience of the Vessels around her. That we view
the Capt of the Port as the only proper person to authorize
a change of position of any Merchant Vessel in the Harbour.

(Signed) J. W. Chever - Master of
Arica 21st Novem^r 1834. The American Ship "Sap-
-phire" -

Sam^l Thos. Getts - Master of
the British Barque "Daniel
Grant."

Joseph Cornish - Master
of the British Barque "Bea"

The fact set forth in this certificate, "that the distance
between the Canada ^{the "Convencion"} was more than sufficient for every
nautical purpose, it could not ^{over} ~~work~~ in their opinion,
have interfered with in any manner with the safety
or convenience of the Vessels around her," is corrobor-
-ated by the verbal declaration made to me this day
by the 1st Lieut of H. B. N^o Ship Challenger, who it
appears visited the Canada while she was in your
possession.

Presuming the foregoing particulars to be true as
stated, & there being no Consul or other accredited
Agent of the U States resident here, it becomes
my official duty Sir, to enquire of you for what
reasons & by what authority the placible Merchant
Vessels of my Country are thus molested & annoyed without
as it would appear, any justifiable provocation -

This information is requested of you for the purpose of
being communicated to the Commodore of the U.S. Squa-
dron in this sea, to enable him to bring the matter
before the Govt of Peru, with a full knowledge of
all the facts; & I doubt not Sir, that it will be
given in a spirit of frankness equal to that with
which this communication is made.

I am Sir very Resply
Yc. Yc Yc.

(Signed) J H Aubin -

W Ship Vincennes
Callao 29th Dec^r 1834

Sir.

I have the honor herewith to enclose
Copies of a correspondence that passed
between the Commander of the Peruvian
Gov^t Schooner "Convenccion" & myself,
at Arica, in relation to an affair
that occurred between that Officer &
The Master of the American Brig
Canada. I am

Very Resp^{ly}
Hc Hc Hc

Com^d Wadsworth (Signed) J H Aubich

Com^d 9 Hc Hc

U.S. Ship Vincennes
Callao Bay 1st Jan 7/1835.

Sir.

I have the honor herewith to enclose a monthly return of the Officers & Crew of this Ship, a monthly return of Deaths, & a quarterly return of Surveys, & a report of Specie &c &c received on board & carried in this Ship up to this date. No discharges nor mutations have taken place since my last reports.

As I have boarded no American Merchant Vessels, since I am ⁱⁿ Command of this Ship, & except such as have been at the same time, or ^{had been} previously boarded by either the Brandywine or Fairfield, I make no report on that subject, presuming it to be unnecessary.

With regard to that clause of your General instructions dated 15th Nov^r 1834 which requires me to make reports on the 1st Jan^y & semi-annually thereafter of the character, conduct &c. &c of the Officers under my Command, I have

only to say that I do not consider
myself as yet sufficiently acquain-
ted with those gentlemen to justify
my making at this time, a report
of so much importance & delicacy.

I am.

Very Resp^{ly} &c

(Signed) J H Melick.

To

Com^r A L Wadsworth

Com^g &c &c.

At Ship Vincennes

Callao Bay 5th Jan^y 1835

Sir.

I have the honor to acknowledge
the receipt of the sentence of the Court
Martial in the case of Rich^d Phillips,
Seaman, & your order thereunto annexed
to cause said sentence to be carried
into execution on board this ship
on this day (Monday 5th Inst) —

Said Phillips being at present

confined to his cot with severe indisposition - (as is shown by the enclosed paper from the Surgeon of this Ship) & consequently not in a condition to receive corporal punishment, I request to be instructed how far I am to proceed in the execution of your order, or whether the whole shall be suspended until he is discharged from the Doctor's List -

I Am
Very Resply Sir
Yrs &c. &c.

(Signed) J H Aulick
To Com^r A S Wadsworth
Commanding &c &c &c.

U. S. Ship Vincennes
Callao Bay, Jan. 9th 1835

Sir,

You will report yourself
to the Command of the Brandywine
for duty on board that Ship.

By order of Com^r Wadsworth
Very Resp^{ly}

J H Aulick

To Actg Sailing Master
Handley

At Ship Vincennes
Callao Bay Jan 9th 1835.

Sir. You will report your self to The
Commander of The Brandywine, for
duty on board that Ship -

By Order of Com^r Wadsworth
Very Resp^{ly}

(Signed) J H Anlick

To, Dr I F Sickets -

At Ship Vincennes
Callao Bay Jan 9th 1835.

Sir. I enclose herewith an application
from The Purser of this Ship, for a survey
on a quantity of damaged chuse, &
respectfully request That you will give
the necessary order in the case.

I am Sir

Very Resp^{ly}
Jc. Jc. Jc.

(Signed) J H Anlick

To, Com^r Wadsworth
Com^d. Jc. Jc. Jc. -

At Ship Vincennes
Panama 22nd Feb'y 1835-

Sir

As it is probable I shall not meet with Com^r
Wagerworth ^{for several weeks to come} - I avail myself of the
opportunity by St. Vorrhus, to inform you that since
I parted with the Com^r, I have had one of my ~~best~~
bow Anchor so cracked & bent in the Shank, as
to be no longer trust-worthy; by which accident
I am now left with only two sound ones on board
one having been previously lost at Guayaquil,
as has no doubt been already reported to the Board.

Believing it highly improbable that an Anchor of
suitable size for our Cables, can be had on this
Coast - & as, unless counter or are be used from the
Dept^y, I am to leave Calcas about the 1st of August
for the Filgee & Pelaw Islands & China Sea, where,
I need not remind you Sir, that good & abundant
ground tackle, may be of the first importance; I
have thought it proper that you should be apprized
of these facts without delay; in order that if it
be determined to supply our deficiency from home,
it may be seen that no time is to be lost in
making the shipment.

I have the honor

to be,
Very Resp^{tly}

&c &c &c

(Signed, J. H. Audick.

To Com^r

John Rodgers

President of the Navy Board
Washington City.

At Ship Vincennes
Panama Feb'y 22nd 1835.

Sir. I have the honor to inform you of my arrival
~~at this~~ yesterday at this place, having pursuant to your
order of the 15th Ult^o, touched at the several intermedi-
-ate ports on my way from Callao.
On the 24th I anchored at Panama & went to Guayaquil
in my boat, where I learned that an express
had arrived the day before from the Army of Gen^l
Flores, bringing intelligence of a most sanguinary
battle having been fought on the 18th at the foot of
Chimborazo, between Flores & Barriga, in which the
latter was most signally defeated, & his whole force
slain, taken, captured, or dispersed - Flores immedi-
-ately advanced for Quito, where place it was
supposed he entered about the 23rd. The particulars
of this important Affair will be found in the ac-
companying Bando issued at Guayaquil - Its result,
it is believed, will be the restoration of tranquility,
at least for a time, to the long distracted State
of "Ecuador."

There is no news here of any interest
either political or Commercial -

I have not been able to learn that there is any
particular call for the appearance of a ship of
War on the Coast of Costa Rica & Nicaragua, but on
the contrary, am led by all the information I can
gain, to believe that we have at present nothing
there to look after, & having bent & cracked the
shank of my best bow at Sambayque, which
now leaves me, as you are aware, with only two
round Anchors on board, I do not consider
it prudent, with such limited ground tackle,
to visit the ports in that quarter, as was con-
-templated when I left Callao. I have therefore de-
termined to return to the Coast of Peru, direct
after filling up my water at the Island of

Taboga -

We enjoy ^{general} ~~very~~ good health on board, & I
am happy to add, my crew have become unusually
temperate, only forty two rations of grog. are now
issued daily to a complement of 197 persons.

I am Very Resp^{ly}

To Comm^r Wadsworth
Comm^r &c &c &c -

Sir &c &c &c
(Signed) J H Mulick

At Ship Vincennes

Panama Feb^{ry} 22nd 1835

Sir.

In conformity with a Circular from the Dept^y
of the 5th Feb^{ry} 7. 1834, I have the honor to enclose
here with a copy of a report - This day made to Comm^r

Wadsworth -

I also enclose a statement of our Commerce
at Guayaquil, handed me by Mr. Sweetser, our Consul,
& a list of American Whaling Ships (& certain partic-
ulars connected with them) that have anchored in
the Port of Payta (Peru) during the past & beginning
of the present year; from which some idea may be
formed of the extent & importance, of this latter
great interest in this sea -

Enclosed likewise are two printed papers, issued
by the chief authorities of Guayaquil, announcing
& giving the particulars of a battle, fought on the 18th
ult^o, near the foot of Chimborazo, between Gen^l
Flores & the Quitenos & Serranos, under Gen^l Barriga
in which the latter is said to have been totally
defeated -

I am Sir

Very Resp^{ly}

&c &c &c

Hon^{ble} Mahlon Dickerson

Secretary of the Navy (Signed) J H Mulick

Washington.

W. Ship Vincennesth
Callao Bay April 15/1835.

Sir.

I have the honor to report my return
to this anchorage.

Herewith I enclose a letter I addressed
to you from Panama on the 22nd
Feb^y, a copy of which was then forwarded
to the Hon^{ble} Secretary of the Navy, &
to which I beg leave to refer you for all
I have to communicate up to that time.

I also enclose copies of my letters of same
date to the Secretary, & to the Navy Com-
missioners.

I sailed from Panama on the 1st March,
at which period there was no political news
of any interest in that quarter. On my way
here I touched at Payta, Lambayeque,
Huanchaco & Santa - at which different
places I received on board such distressed
American Seamen (in all eight) as presen-
ted themselves for a passage to this place
whence they ^{may} find, as they profess to desire,
an opportunity of returning to the U. States.

I have met with no American Merchant
Vessel since I left this place, that had not
been previously boarded by some one of the
Ships of the Squadron - nor have I heard
of any occurrence, in which the interests

of our Commerce, or Country men were concerned,
of a nature to call for my aid or interference.

At Payta I rec^d on board from a Whaling
Ship, at the request of the Capt, a Seaman,
Wm Edwards, who surrendered himself to me
as a deserter from the Brandywine, & at the
same time I discharged Amos Paris, S.S.,
at his own request to take the place of Edwards
on board the Whaler. I also rec^d at Payta
from the hands of our Consul, who had
caused him to be apprehended & confined,
Philip Stokes, a deserter from the Fairfield.

I request your orders in relation to these
men —

The Monthly returns of the Officers and
Crew, & the report of discharges are herewith
presented —

No death or desertion has occurred, nor has
any survey of provisions or stores, been held
within the last quarter.

We have enjoyed uninterrupted good
health, & have this day only 41 on the Sick
Report.

I am Sir
Very Resp^{ly} &c.
(Signed) J H Ancker

To Com^r Wadsworth
Coming &c &c &c.

At Ship Brandywine
Callao Bay.

U S Ship Vincennes
Calcas Bay April 17th 1835

Sir

Charges, a copy of which is
herewith furnished you, having been
preferred against you for assaulting
your Superior Officer St Bailey, while
in the execution of the duties of his Off
-ice on the Quarter Deck of this Ship;
You are hereby put under Arrest - You
will deliver your side-arm to Capt.
Burroot of Marines, & will hold
yourself in readiness for trial by
Court Martial -

By order of Com^d Wadsworth
(Signed) J H Bullock

Act^d 3rd M^{aj} - Dan^l M^{aj} Key

Present.

U S Ship Vincennes
Calcas Bay April 17th 1835

Sir

I herewith enclose charges
preferred by St Bailey of this Ship,
against Act^d 3rd M^{aj} - Dan^l M^{aj} Key

I am Sir Very Respy
To Com^d Wadsworth. J H Bullock

U.S. Ship Vincennes
Callao Bay 24th Apr 1833

Sir

Having completed taking in
in Water & provisions, I have the honor
to report this Ship ready for sea service

Very Resp^{ly}

Sir

Wm Vt Sert

(Signed) J H Aulick

To,
Com - Wadsworth
Coming to the
Brandywine.

U.S. Ship Vincennes
Callao Bay Apr 25th 1833

Sir

You are hereby transferred to the
Brandywine.

By Order of Com^d Wadsworth

To

Mid^d Lan^d M^d King.
Present.

(Signed)

J H Aulick.

At Ship Vicennes
Calcutta June 1st / 1835-

Dear Sir

I avail myself of the opportunity by the Borer to inform you that I arrived here on the 2nd inst - all well & without either news or incident to communicate, as connected with my late Cruise -

I regret very much to hear that your health has not improved since I saw you - hope however change of air & scene may have a beneficial effect.

I beg to call your attention to the letter I left with Mr Higginson for you - In addition I will only say, that from the information & opinions obtained here I am fully confirmed in the belief that I ought to sail early in July - I shall endeavor to be all ready by the time you arrive, when I trust it may accord with your views & convenience to dispatch me forthwith -

I think it important that I should have a whale boat for landing among the Islands. & apprehend it will be

difficult to obtain such a thing here.
I would therefore suggest that it might
be well to purchase one in Payson if
possible - & bring it up in the Brandywine

I herewith enclose all the reports I have
to make up to the first of this month.

I remain.

With great regard

Yr friend

J. Holt Lusk

/Ligne de -/

174. Antick.

To Commadore -

A Spradworth.

U S Ship Vincennes
Calkas Bay July 21st 1835-

Sir Having at length closed
our business with the Agent, I have
now the honor to report all ready
for departure - Very Respectfully

Very Resp^{ly}, Sir
Yr Obed^t Serv^t

To Com^r Hads worth
Somm^r 1866

Signed J. H. Bulick

N. S. Ship Vicar,

Callao Bay 21st July 1835

Dear Sir,

I have just rec^d. your orders
Instructions of yesterday's date; pursuant
to which I shall be under way in the
Course of a few hours.

In answer to that part of your letter
which is address'd to me individually,
I pray you to be assured, My dear Sir, that
the friendly sentiments & very flattering
wishes you express, are most fully and
warmly reciprocated by me.

With my ~~best~~ adieu & best wishes for
your health & happiness.

I remain Sincerely
Yr. friend
& Ob^t Serv^t.

Yours,

H. A. A. A.

To Com^d. A. S. Radworth

Com^d. A. S. Radworth

U S Ship Vincennes
Otaheite Sept 19th 1835.

Sir

I have the honor to inform
you that I arrived at this ^{Island} place
on the 8th Inst. last from Nooahé-
vah (one of the Washington group),
where I anchored & remained a
few days to take in water and
refresh my crew. No accident
or circumstance worthy of notice
has occurred since I parted with
Com^d Hadsworth in July last.

I intend sailing hence to-mor-
row, & shall direct my course
for the Friendly & Feejee ^{groups}, touching
perhaps at some of the interme-
diate Islands, thence to the
Pelew, & I ^{hope} ~~expect~~ to arrive in
China about the 1st Jan'y.

On my arrival here I caused
it to be made known that I
would receive on board any
American Citizens that might
desire to return to their ^{Country} ~~to the States~~

I have accordingly rec^d ~~on board~~
twelve ~~destitute~~ American Seamen
who have been left on shore by
different vessels, principally Wha-
lers, & I am informed that
there are still others here ~~who~~
~~that have~~ not yet presented them-
selves, some of whom will still
probably get on board before
my departure.

Believing it doubtful if this
letter will ever reach the Dept,
as it goes by a vessel bound
to London, I defer entering into
particulars of any kind, until
I meet with an opportunity
direct for the U.S.

I have pleasure in ~~sending~~ ^{stating}
that we are all in good health
on board and am
Sir,

~~am~~ Very Respectfully
Yr Obedt Servt.

To the Hon^{ble}

M. Dickerson

(Sighnea, Ins^t & Public
Secy of the Navy
Washington

Left with King George
Chief of Corror.

U. S. Ship Vincennes

Pelew Island December 20th 1835-

To Edward C. Barnard, ^{Commander} late of the Mentor,

Sir-

Understanding that you are now in
Command of a Vessel in this Sea; & believing it
probable you may call here for the purpose of get-
ting the men that you left at Anacolon. I leave
this note to inform you that I have this day used
in a Meade & Davis on board this Ship, through
the means of an armed force sent to Anacolon
for that purpose. The other man Calvin Cathin
I think, had made his escape in some passing
Vessel before my arrival. I have also been to
North Island, whence I thought Era Caramed
(Pelew Chief), the only one remaining there of
those of you left in Feb. 1832. Four of the white
men & two of the Pellew men had died. The
other two white men got away in a passing
Vessel.

I have a Servant belonging to you which I
rec^d from King George of Corror. It will be deliv-
ered to yourself or order, whenever demanded.
The Navy Register will direct you where I am
to be found when in the United States.

I am &c Sir

(Signed, J. H. Aulick,

Commanded—

W. S. Ship Purcell
Suntin Jan'y 5th 1831-

Sir.

By a vessel on the point of
sailing ~~from~~ ^{for} New York, I do myself
the honor of informing you that I
arrived at this place on the 2^d Inst -
as I was not apprized of the intended
~~departure~~ ^{departure} of this vessel until within a
few hours since, want of time precludes
my making, at present, a full report
in detail of my ~~successes~~ ^{proceedings}
since I left the Coast of Peru, it compels
me to limit myself to informing the
Department, that in the course of my
voyage across the Pacific, I visited
the Washington or Northern Marquesas,
the Society, the Friendly & the Star-
-gator Islands - Wallis Island, Ro-
-tumah, Guam, and North & the Pal-
-leo Islands. From the last named,
I brought off, after considerable dif-
ficulty with the Chiefs, the only re-

meaning men (two) of the crew of the
Mentor left there as hostages by Capt
Bernard in 1832 - Of the ^{of his crew that} six left on
North Island, four had died & two
made their escape in a puffing Tofel
some time ~~ago~~ on the ago -

I have taken off the different Islands
I have touched at, in all twenty Amer-
ican Seamen who had been left ^{on shore} in a
destitute condition by ^{different} Whalers & Traders -
The greater portion of ~~which~~ ^{whom} I have put
by their own consent ^{on}
on board of various American Tofels
that were in want of hands -

We have all enjoyed remarkably
good health, & there are this day but few
on the Surgeons Report, & those ^{with} but tri-
ling complaints - I had but a few
days since anticipated the gratification
of being able to report that this interesting
cruise had been thus far accomplished,
without the occurrence of a single casu-
ally or accident of any description what-
ever; but unfortunately on the very day
we entered the China Sea ^{from} the
& sea, fell from aloft overboard, and

although the life buoy was dropped near him & every effort promptly made to save him, he was so much injured by the fall that he almost immediately sank & was lost.

I shall leave here for the West Coast of Sumatra, by way of the Straits of Malacca, so soon as I have put my sails & rigging in order, & taken in the necessary supplies of provision & water which will probably be about the 23rd Instant. I hope to arrive in the U.S. in all June.

I have the honor to enclose the Monthly return up to the 1st of this month.

I have the honor
to be

Very Respectfully

(Signed) J. H. Aubick

Hon^{ble} Mr. Dickerson
Secy of the Navy

U. S. Ship Vincennes

Qualak Battor

18th February 1836

(Copy)

In compliance with the request
of Pochudulak, Rajah of Qualak Battor,
I write this to certify that during my
stay here, the most friendly inter-
course has subsisted between himself
& people, & myself & myself & the
officers of this Ship - He exchanged
salutes & visits, & every testimony was
manifested on his part to satisfy
me of his desire to remain upon
amicable terms with our Country -

(Signed)

J H Bullock

Commander

Left with the Rajah
of Qualak Battor

U S Ship Vincennes

Hampton Roads June 1st 1835

Sir

I have the honor to inform you of my arrival at this place last evening, and to make the following report in detail of my movements & proceedings since I separated from Commodore Madsen at Calcutta in July last—

Although my order from the Commodore directing my return home by way of India, mentioned only the Feejee & Pellew Islands, as those which I was required to visit for specific purposes, the general object of my cruise being, at matter of course, the protection of our citizens & their interests wherever it might be in my power to afford it. I deemed it my duty as well from this consideration, as with a view to procure as often as possible those refreshments for my crew believed to be essential to the preservation of their health, to touch at such other places on or near my route as are known to be frequented for supplies &c by our numerous—

^{as} Whales & Seals scattered over these seas -

Accordingly on taking my departure from the Coast
of Peru, I directed my course for the ^{at} Washington Group,
& after a ^{short} passage of 19 days, anchored in Napachurutta
Bay, Island of Storaheval, on the 18th of Augt -

Our reception by the Natives was extremely cordial &
friendly. The former visit of this Ship, & Com^r Porter's
long sojourn amongst them, continue to be remembered,
& I believe still exercise a favorable influence on their
conduct generally towards all foreigners who visit them.
They do not, however, appear to have made any progress
towards civilization since the Commodore left them,
or to have risen in any respect above their character
& condition at that time, as described in the Journal
of his Cruise. Acts of treachery & savage violence are
still occasionally committed on defenceless strangers,
& it behooves all such to be constantly on their guard
in their intercourse with them, on all parts of the
Island, but particularly at the Valley of the Tygers.
From the best information I could obtain there are
on an average about twenty American Whales touch
here in the course of a year -

^{as} Water, wood, vegetables & fruit are readily obtained
for trifles, but hogs are reserved expressly for the

purpose of purchasing Muskets & powder, so that I not
being disposed to trade in these articles, was scarcely able
to procure one fresh meat for my crew during our stay.

But on this point they do not always find their visitors
so particular. I was sorry to learn that, through means
of our Countrymen chiefly, they were already in possession
of a considerable number of arms & some ammunition.

We sailed thence on the 27th, taking with us
two of four American seamen whom we found there.
The other two refused to leave ^{the Island}. On the 5th Sept we
arrived at Otaheite (Pahiti). This place is much
resorted to by ^{our} Whalers, who find it particularly convenient
for refitting & procuring supplies. Some few Traders
also call here & in exchange for various articles of
merchandise, get Arrowroot & Cocoa nut oil, of which
however, owing to the extreme indolence of the natives,
but very small quantities are produced for exportation.

No public records of any kind, as I was told, are kept
by the Islanders, nor could I learn from any source the
number of American arrivals ^{there} ~~at the Island~~ annually.

But from a memorandum kept by one of the Mission-
ary gentlemen, for about six months of the year 1832,
it appears that during that period forty two Vessels
had anchored in Papeete Harbour alone, of

of which 29 were American, chiefly Whalers - two
arrived while we were there & several appeared in the
offing - Scarcely any depart without leaving some of
their crew behind, either from desertion, sickness, or
from their being literally turned adrift by the
Captains - On our arrival I was informed, that there
were not less than twenty American Seamen lounging
about the Island in a destitute condition - I immedi-
ately caused it to be made known that I would give
a passage to all who were desirous of returning to their
native country - The Queen Pomare, having expressed
to me great anxiety to get rid of all foreigners of this
description, I was induced to prolong my stay, beyond
my original intention, in order that those who were at
distant Villages, might have time to avail themselves
of my offer - Eleven got on board before we sailed,
& were entered as supernumeraries for rations -

We left Tahiti on the 20th with Queen Pomare
& her family on board, she having requested a
passage to the next Island to the West, ^{laying} laying
directly in my route - and in the afternoon of the
same day we landed her at Eimeo - Thence I
pursued my course for the Friendly & Feejee
Islands passing within sight of ^{at} Nukunono, on

of the Hervey Group, & directly over the place (Lat. $19^{\circ} 7' S.$
& Long. $171^{\circ} 45' W.$) assigned to an Island on a list of
new discoveries in my possession, but no signs of land
were visible—

In the 1st of October we arrived at Port-
Refuge (Parao). In this beautiful Harbour we found,
to our very agreeable surprise, six American Whalers at
Anchor. Here they ride completely land locked, secure
from the dangers of stormy weather, & entirely free from
anxiety as to the conduct of the natives; who, though but
a few years ago justly ranked ^{among} ~~with~~ the most savage &
treacherous of all the Islanders, have now become as
I am well assured, through the persevering exertions of
the worthy missionaries residing among them, as honest,
amiable & friendly as those of either the Sandwich or
Society Islands—

Our arrival was hailed ~~with~~ much satisfaction
by the Masters of the Whalers, for some of whom it proved
to be quite fortunate—Most of them had been un-
successful in Whaling—Their men discouraged and
dissatisfied, had become insubordinate, & in one
instance actually mutinous to such a degree, that at
the request of the Capt. I ~~was induced~~ Took out the
unruly crew, & confined them in irons on board this

Ship, until by their, at least apparently, sincere
penitence & promising of future good behaviour, he was
induced to receive them on board again. Two of
the Vessels had lost a number of their Crews by
desertion. These deficiencies I was enabled to supply
from our list of supernumeraries to the satisfaction
of all parties -

My principal object in touching at this place
was to obtain information, if possible, relative to the
navigation of the Feejees, of which I had neither chart
nor description, that could be of the least service to me
as a guide in sailing among them -

The accounts I now rec^d from the Missionary resi-
dents & Native Chiefs of both this & of the Feejees,
(several of the latter being here on a visit) as well
as from the Captains of the Whalers, two of whom had
been recently cruising in sight of them, fully
confirmed what I had been told at Tahiti and
elsewhere - namely, that the Group consists of more
than a hundred Islands, scattered over a space of
a thousand miles in circumference. That each
Island is separately encircled by a reef, & the whole
group interspersed with numerous & extensive Coral
reefs & shoals - That not more than two or three

places of anchorage are known, & those could only be reached by intricate passages through the reefs - In short that it was believed to be the most dangerous navigation in the world, & ought not to be attempted by a heavy Ship like the *Vincennes*, at least without a small Vessel in company to lead the way & examine the ground ahead -

The Capt of a small English Trade that had been wrecked there a few years ago, in a note addressed to me on this subject, uses the following language -

"I have no hesitation to say it is perhaps the worst navigation in the world, in fact it makes me shudder to think on the narrow escapes I had before losing my Vessel & what I suffered after - Be cautious & do not venture over the ground at night, that you have not gone over in the day -"

These accounts altogether presented certainly a discouraging picture. Nevertheless had my orders been peremptory on this point, nothing should have prevented at least an effort on my part to comply with them, but such was not the case, they required only that I should visit the Feejee & Pellew Islands, if practicable without great delay or danger - Thus leaving it at my own discretion, & on my own -

responsibility to act as I might judge proper, of
course after obtaining the best information I could
on the subject—

From the information obtained ~~then~~,
as above stated, it was evidently not practicable
without great danger, & considering the extent of the
Group & the great number of Islands composing it,
it was equally evident to my mind that to pay them
such a visit as would be likely to produce good
effects, if at all practicable, could not be done without
greater delay than our limited quantity of provisions,
& the other duties yet to be performed before reaching
China would ~~warrant~~ warrant—

To have simply shown the Ship off the Islands
without getting near enough to satisfy the natives of
our power to act efficiently against ^{if disposed to do so} them, would
only have had a tendency to confirm them in the
security of their position, & probably under them
still more audacious & dangerous to defenceless
traders than they already are. ~~This would have~~
~~been even more than useless~~—Under all consid-
erations then, I could hardly have felt myself
justified in attempting the prosecution of that
part of my order, even had no other motive

for its relinquishment erected - But I had other strong
~~reasons~~ inducements for the course I determined
to pursue, & which course I hope may meet the
approbation of the Dept -

I had just learnt from Capt. Toby, Commander of
one of the Whalers, that about a year before that time,
two of the boats of the American Whaler "Egmont", had
been cut off, & part of their Crews murdered by the
natives of Ootahy, or Savie, one of the Navigator
Islands - Toby had been there since - had purchased
from the Chief one of the boats, & ransomed some of
the men, one of whom made the statement here with
^{& Numbered 1.} enclosed, from which it appears that no provocation
was given by the people of the boat, but that the sole
motive for the diabolical outrage was plunder -

In addition to this, I was informed by several
of these Captains, that an American Ship had been
seen ashore on one of the Caroline Islands, but a few
months before that time. They did not recollect the
name of the Island, but said they got their infor-
mation from an American residing at Potomah,
from whom I would be able to learn all the
particulars -

Situated as I now found myself, within

three days sail of Otterby, & at no great distance from the Caroling, I felt it imperative upon me to proceed immediately & endeavour in the first place to punish the wretches who had cut off the boats, & rescue the remaining Captives, & when that affair was settled, to hasten to the relief of the Ship on shore —

Accordingly having obtained a particular description of the place, & of the Chief who led the murderous gang, I left Port Refuge on the 7th in Company with all ^{our} ~~the~~ Whales & on the 9th had the Navigator in view — The next day being off Otterby, & having masked our ports & otherwise disguised the Ship so as to give her as much as possible the appearance of a Whaler, we stood close in upon the S. West side of the Island where the outrage had been committed, & as I anticipated, we soon had a Canoe alongside, on board which, besides eight natives, were two Englishmen, who had resided some years on the Island & spoke the language fluently — These I immediately pressed into service to act as guides — The natives were brought on board, & the Canoe hoisted up to prevent escape — Unfortunately the day was too far

went to admit of our landing an expedition before
night - & the landing place was said to be too diffi-
cult & dangerous to be attempted in the dark, there
being no anchorage here we stood off & on during the
night - & the next morning I dispatched Lieut Carr with
eighty Marines & Musketeers & gave him orders to en-
deavour to capture the Chief & as many of his follow-
ers as he could, & bring them on board the ship un-
injured if possible - To bring off any arms he might
find, & to set fire to the Town & destroy it - In the
evening Mr Carr returned & reported that he landed
his party without opposition - He found the Town
deserted, & destroyed it as directed, with whatever
the houses contained - The natives had fled to
the mountains where they were so thoroughly sheltered
by the rocks & underwood that it was not thought
advisable to pursue them -

Otaheite is an Island of perhaps 150 miles in
circumference, & not under the authority of a single
Chief, but is divided into several sections each of
which has its separate & independent Chief - Aware
of this fact, I had charged Mr Carr to avoid with
the utmost care a collision with the neighbouring
tribes, who the guides told us had been so

Concern in the atrocious act. To endeavour to open
a friendly intercourse with some of them & explain
the reasons of our descent upon their Island, & assure
them that it was our wish to punish only the guilty.

In this he was perfectly successful. A friendly
Chief with some of his people accompanied him on
board, & readily admitted to me the justice of the
chastisement inflicted on his neighbour, who he
said was a very bad man, & he seemed to regret
that we had not been able to capture him.

Although this expedition did not succeed to
the full extent of my wishes, still the display of an
armed force upon their shore, to which they did not
dare offer ~~any~~ resistance, & the destruction of their town,
& considerable other property, will I am persuaded
be long remembered by them, & I trust with a good
effect on their conduct towards future visitors.

^{a Sandwich Islander}
The only man of the Captured boats crews that
was then on the Island, contrived to get off to us, &
is now on board this Ship. The other boat had been
sold to an English Whaler but a few weeks before we
arrived.

On the 13th we left the Pangator for Potomato,
taking ^{up} Makia Island for a favorite refreshing place

of the Whales) in our route, I arrived there on the following day - This Island is surrounded by a Coral reef within which there is a good Harbor. The entrance, however, though deep, is so very narrow that I did not think it prudent to attempt it. We lay off for two days, during which time we procured some water & a quantity of vegetable & fruit.

Two American Seamen who had been left there by Whales, were at their request - we on board, for a passage home.

On the 18th we arrived at Potomah an Island also much frequented by Whales - we came in at the moment of our Anchoring - Much to my regret I was not able to get any satisfactory information here, relative to the vessel said to be ashore on one of the Carolines - The man to whom I had been referred, perfectly recollects that an English Brig had touched at Potomah a few months before, & reported having seen a bright-riden Ship ashore on one of those Islands, but the name & situation of the place he had entirely forgotten - I was therefore compelled to abandon all idea of affording her relief - The anchorage at this Island being unsafe, I delayed only

long enough to fill up our empty water tanks —

It was my intention on leaving Potomac to have held a course as nearly as possible direct for the Pellin Island, which would have led us through a part of the Ocean as yet but little known, & where I was in hopes I might be fortunate enough to make some new discovery. But to my great disappointment, we very soon encountered strong ^Westerly ^Wind, which compelled us to stand to the North^W until in spite of ourselves we were carried into the midst of the great chain of the Caroline Islands in Longitude 117^o E — We then had for a number of days, a continuation of squally & thick weather, limiting our view of the horizon to so narrow a space, that it became necessary at times, as a matter of prudence to heave to even in the daytime, lest we should run upon some one of the numerous Islands or shoals with which that part of the Ocean is known to abound — In this situation & with no time to spare, I thought it advisable to abandon all further attempt to get to the West^W in a South latitude. Accordingly we continued on a Northern course to gain the strength of the N E trade —

In crossing the parallel of the Caroline, frequent indications of the vicinity of land were seen - such as green branches of trees, & various kinds of land birds, & by our reckoning we must have passed very near several Islands, ^{if they are correctly laid down on the charts.} we however got sight of only one group - consisting of a number of small low Islands & reefs called Browns Range in Lat 11.30. N. Long 162.30 East.

It is said ~~that~~ these Islands were not inhabited when discovered in 1798. That they now are there can be little doubt, as we saw a large canoe under sail near the land, & I regretted that the lateness of the hour, it being near night, prevented our communicating with her.

On the 19th we passed between Rota & Guam (of the Marianas) & bore to off Port Apra, where I had intended to anchor for a day or two, but not liking the appearance of the bay & harbours, I delayed only long enough to get off some fruit & vegetables, after which, we continued our route for the Peleuo Islands & on the 26th arrived in sight of them - As this whole group is well known to be almost entirely surrounded by dangerous reefs, & as I had no chart or plan ~~of it~~, upon which

the dangers as described, or the anchorage pointed out - prudence required that we should approach them with the greatest caution, and it was not until the 29. that, with one of the principal Chiefs on board as pilot, & an English sailor who had been many years on the Island as interpreter, we got to ~~an~~ anchor in an open roadstead about 8 miles from Coror. We soon rec^d a visit from the King of that Island, & we were informed that two of the unfortunate Mentor's crew were still detained by the King of Banuelthouap at a place called Aracolon about 30 miles distant from ^{our} anchorage. We also learnt the following other particulars on the subject - To wit.

When Capt. Barnard left these Islands after the loss of his Ship in 1832 - he promised the King of Banuelthouap, into whose hands he had fallen, to return as soon as possible with a certain number of muskets & other articles which were to be given him as compensation for the maintenance of himself & crew while there, & the aid afforded them in getting away - As security for the faithful execution of this promise, three of his crew were detained by the King, & an equal number of the natives sent with him - At the period of our arrival, they knew nothing of the

disaster that had befallen the Capt & his companions
at North Island, I was anxiously looking out for his
return. In the mean time one of the men had made
his escape in a passing vessel, in consequence of which
the other two were the more strictly guarded, and
I was alarmed by the King of Coror (I have since
learned from the men themselves that ^{was} ~~indeed~~ ^{really}
~~was~~ the fact) that the Chiefs had determined
to put them to death rather than suffer them to
escape, or give them up until the muskets &c were
paid, & their own people brought back. Under these
circumstances it was not to be expected that they would
be peaceably surrendered on my demanding them,
particularly as it was well known that the Ship could
not approach nearer than to within twenty five miles
of Annacora, on account of the extensive reef, and
to attempt their rescue by means of a boat expedition,
would, by exasperating the savages, undoubtedly put
their lives in great peril. This course was therefore only
to be resorted to as a last alternative. It being
already my determination in any event to go to North
Island, for the purpose of taking off any that might
yet remain of those left there by Capt. Barnard, I thought
it best to proceed to that place at once, and if

46

possible get off the Pellew men also, and return
to their Islands, when I had no doubt our men on
Bankelthoap would be readily liberated in
exchange for theirs in our hands, & thus all diffic-
-ulty be amicably settled.

On the 9th December, 15 days from the Pellews,
we arrived at North Island - a low, level ^{green} ~~level~~
spot upon the Ocean, not above a league in
circumference, nor elevated probably more than
20 feet at its highest point above the surface of the
sea - Surrounded by a reef, & thickly covered
nearly to the water edge with scarcely any thing
other than Cocoa nut trees - on the fruit of which
a population of at least four hundred human
beings depend almost exclusively for both food
and drink -

"We were quickly boarded by a number
of canoes, in one of which came one of the Pellew
Chiefs, from whom we learnt the melancholy
fate of the greater portion of his late compan-
-ions - Of the nine men remaining after the
escape of Capt Bernack in 1832, he was now
the only survivor on the Island - He is two
Country men & four of the white men had

died, literally from a want of proper & sufficient
 assistance - The other two had got away in a scap-
 -ing vessel

Notwithstanding this statement, the truth of which I could hardly doubt, I determined to examine the Island for ourselves. For this purpose the 1st Lieut. with a party of fifty officers & men, landed, with orders to search it thoroughly, & bring off any white men that might be found. His report on, returning to the ship, confirmed the above account, in at least so far, that there was not then a white man on the Island. Having the Pelican Chief on board, ~~we were able to get back to the ship on the 11th~~

we arrived at our former anchorage off Coror on the 16th.

The next morning I despatched Mr Carr for Arraco-
-lon, with 120 Officers, Marines & Musketeers & two
Englishmen as Guides & Interpreters, directing him
to get our Countrymen by peaceable means if possi-
-ble, but to use his arms if he found it necessary -

The King of Horror, who had on my first arrival
endeavored, I believe from ^{human} ~~the kindest~~ motives,
to dissuade me from such an expedition, where
he saw it on the point of departure, ordered
his War Canoes, with from four to five hundred

men, armed with muskets, spears, clubs &c, to join us & act under the orders of Mr Carr. He himself proposing to be my companion on board if I would permit him until the return of the boats. Thus offering his own person as a pledge that no treachery from his people was to be apprehended.

After an absence of nearly four days, our boats returned bringing with them the two seamen (Jas. Meades & Horatio Davis) who after much delay & difficulty, were at length given up without a resort to force, though bravely through the fear of it alone, for they were extremely reluctant to let them go, without the promised muskets, & seemed quite indifferent as to the fate of the Chief in our hands. He was of course set at liberty & some presents of axes, saws &c were made them in consideration of what they had done for Capt. Bernard, & of their good treatment of the men just released.

Before closing this subject of our visit to these Islands, justice requires that I should here mention the attentions we received, ~~from~~ during our stay from the worthy Chief of

Coror, commonly called King George. who by his
uniform hospitality & kindness to strangers well
sustains the high reputation for those qualities,
of his ^{celebrated} ancestor Abba Thulle.

Immediately on our arrival he sent orders
to the different Towns & villages subject to his au-
thority, to send out their Canoes to catch fish, &
to collect ~~fruit & Taro~~ for us, besides giving us
two bullocks, of which there are barely twenty on
the Islands we were supplied from day to day,
with fish, fruit & vegetables in the greatest abun-
dance for all hands. Every thing came in the
form of presents from King George. He of course
did not fail to make presents in return, which
though probably of more value in their estima-
-tion, than those we received, were still insuffi-
-cient ^{in ours} ~~to~~ to cancel the many obligations, we
felt under to this kind hearted ^{man} ~~Chief~~.

We sailed from the Pelews on the 20th
December & arrived at Sinton on the 2nd Jan'y,
at which time we had less than a fortnight
and barely three weeks salt provisions
bread or flour on board the Ship. from which
it will be seen that our hurried movements were not without sufficient cause.
Up to that period our crew had enjoyed remark-
ably

good health. We had then only five on the Surgeons report, & those of but slight complaints. But we now very soon felt the effects of the great change of climate to which we were exposed. It was in the midst of the rainy season, when we arrived in China & in the course of a few days we had as many as sixty two on the sick list of violent catarrh. ^{In two cases} where the lungs were attacked, ~~it proved fatal~~, it proved fatal. There with one man lost overboard as reported in my letter from Sinter, are the only deaths that have occurred among us during the Cruise.

While at Canton I rec^d, indirectly, from the acting Governor of the City, the usual order invariably given to all foreign ships of War that anchor ^{forthwith} there, namely: to leave the waters of China, & return to my own Country. As this was understood to be a mere matter of form, & without any other meaning than a simple compliance with ^{the} China Custom, I took no other notice of it than to request Mr Wetmore, the gentleman to whom the note was addressed, to say that I intended to go to sea when I was ready. I remained a fortnight afterwards but heard no more on the subject.

As it may be satisfactory to the Dept. to see these

Curious documents, I here with ^{translated} enclosures, copies of
them numbered 2 + 3, with this only remark. That
there is not a word of truth in the statements of the
Pilot Tang Yung & others. No inquiries of any kind
were ever made of myself or officers, nor am I aware
that we were ever visited by any of the authorities
of the Country during our stay -

We left Swatow on the 24th, stopped three days
at Singapore, & passing through the Straits of
Malacca, anchored at Quallah Battoo, late in
the evening of the 15th Feby - On the following morn-
ing I hoisted a white flag, & fired a salute of 9
Guns, & immediately afterwards landed, accom-
panied by a number of the Officers of the Ship -
We were met on the beach by a ^{Crowd} ~~number~~ of armed
men, who though rather Curious, conducted
themselves in a perfectly respectful manner, &
escorted us to the residence of the Rajah -

Our reception by this personage was polite, and
apparently friendly - The salute we had fired,
was now returned with an equal number of Guns.

I explained to him, through an interpreter, that
I had been called by the orders of the Government of
my Country, to pay him a friendly visit, and at

The same time to me that our Country men trading
on the Coast were not ^{again} molested in their lawful
pursuits. He replied it was very well, he was glad
to see me - said he had nothing to do with ~~the~~
the affair of the Friendship - was not there at
the time, nor when the place was attacked. ^{Potomac}
Hoped we should remain at peace - I invited
him to pay me a visit on board - After hesitating
some time, he asked if he could bring some
of his friends with him, & being told to bring the
whole town if he liked, he accepted the invitation -

Two days afterwards he came agreeably to
appointment, accompanied by an escort of about
forty armed men, & bringing with him a couple
of Young Buffaloes and some fruit as a present -
I received him with a salute of 11 Guns - Received
the crew at Quarters, & paid him every other atten-
tion in my power - He remained on board
several hours, & when about to take leave, requested
me to give him a letter to be shown to others who
might call there hereafter, certifying in effect
that our intercourse had been of the most free,
& friendly character, & that I was satisfied
with his conduct - Such a letter was cheerfully

given him —

I was informed that several of our trading Vessels have loaded pepper at this place, since the visit of the Potomac, & that the trade is ^{now} carried on as if nothing had happened. Whatever injury the town may have sustained on the occasion of the attack by that Ship, has since been entirely repaired, & I was assured that its defensive works are in a much better Condition now than they were at that time —

We left Quakah Batts on the 19th of the same night spoke an American Vessel bound there — We anchored for a few days at Cape Town & also at St Helena — Our worthy Consuls at both those places enjoined it upon me to say to the Dept. how desirable it was that a Ship of War should occasionally pay them a visit — The frequent difficulties occurring among the Crews of the different Vessels (particularly Whalers) that touch at their ports, & which it is not always in their power to reconcile in a satisfactory manner, would, they believe, be greatly diminished, & the interests of those concerned in the Vessels much benefited by the presence from time to time of a Man

of War -
I was on board from the hands of those gentlemen, four American seamen who were desirous of a passage home -

Accompanying my instructions from Commodore Wadsworth, was a letter from the owner of the Brig "Christopher ^{of Providence} Burdick, requesting inquiry to be made after that Vessel, which it appears has been missing since 1832 - was last heard of at Wallis Island, & is supposed to have been lost among the Islands in that quarter - This request was particularly attended to at every place where I touched, but no intelligence of her was obtained

The same letter also mentioned that information had been rec^d at San Francisco, stating that a man by the name of Swain, one of the crew of the ~~Amelia~~ ^{Thetis} Thetis, wrecked in 1825 at the Feejies, & who was supposed to have been massacred by the natives, ~~of the~~ has been ascertained to be now living on the Island of Tongataboo, & that he is anxious to return home, but the King of the Island would not permit him to leave - I had consequently determined to pay that chief a visit while in his neigh-

bondage; but on the day of our arrival, at Varao
two missionary gentlemen arrived then only eight
& forty hours from Tongatoo, where one of them
had been residing for a number of years, & they
assured me that there was no such person as

Swain there, nor had they ever heard of him,
& moreover they were confident no person was
ever prevented leaving by the King, whom they
represented as being a most amiable & worthy man.

Our intercourse with the natives of the
different Islands at which we have touched,
excepting only the two instances before mentioned,
has uniformly been of the most friendly & sociable
Character. The Chiefs have always been invited
on board, & treated with the distinction and
attentions believed to be gratifying to themselves
and their people, whilst we in our turn have
been invariably received in the kindest manner
by them on shore.

In order to prevent difficulties so likely
to arise in the course of trafficking between
the crew & the natives, I issued, early in the
Cruise, the order, a copy of which I beg leave

to enclose to you, numbered 4, & I am not
aware that a single instance of dispute or
quarrel ever occurred between them & any
person belonging to the Ship -

It is, I confess, a source ~~of some~~
of some disappointment to me, that, although we
have, in the course of this Cruise, passed over a part
of the Pacific Ocean where, there can be little doubt
many Islands & Shoals yet remain unknown to the
World; owing most probably to the rapidity of our
movement, both night & day, (rendered necessary
by circumstances already stated) and to the unfa-
vorable weather experienced ^{while} in that region, it has not
been our fortune to make any new discovery -

We have, however, taken some pains to verify
the Latitude & Longitude of the different places we
have touched at or run ~~at a short distance~~. Several of
which appear to be erroneously laid down on the Charts.
A list of all such is herewith enclosed; and from
the excellence of our Chronometers, & the uniform
agreement with them of our Lunar Observations, I
feel great confidence that the situations therein
assigned them can hardly differ five miles from
their true positions.

The monthly returns of

to the 1st June are herewith enclosed. The
one for the last month shows the time of the expira-
-tion of Service of the majority of the Crew.

As soon as the weather permits, I shall pro-
ceed to Norfolk.

We are in good health, not a case on
board for the Hospital.

I am

Very Respectfully

Sir-

Yr Obedt^t Serv^t

(Signed) J. H. Aulick.

Hon^{ble} Mr. Dickerson.

Secretary of the Navy

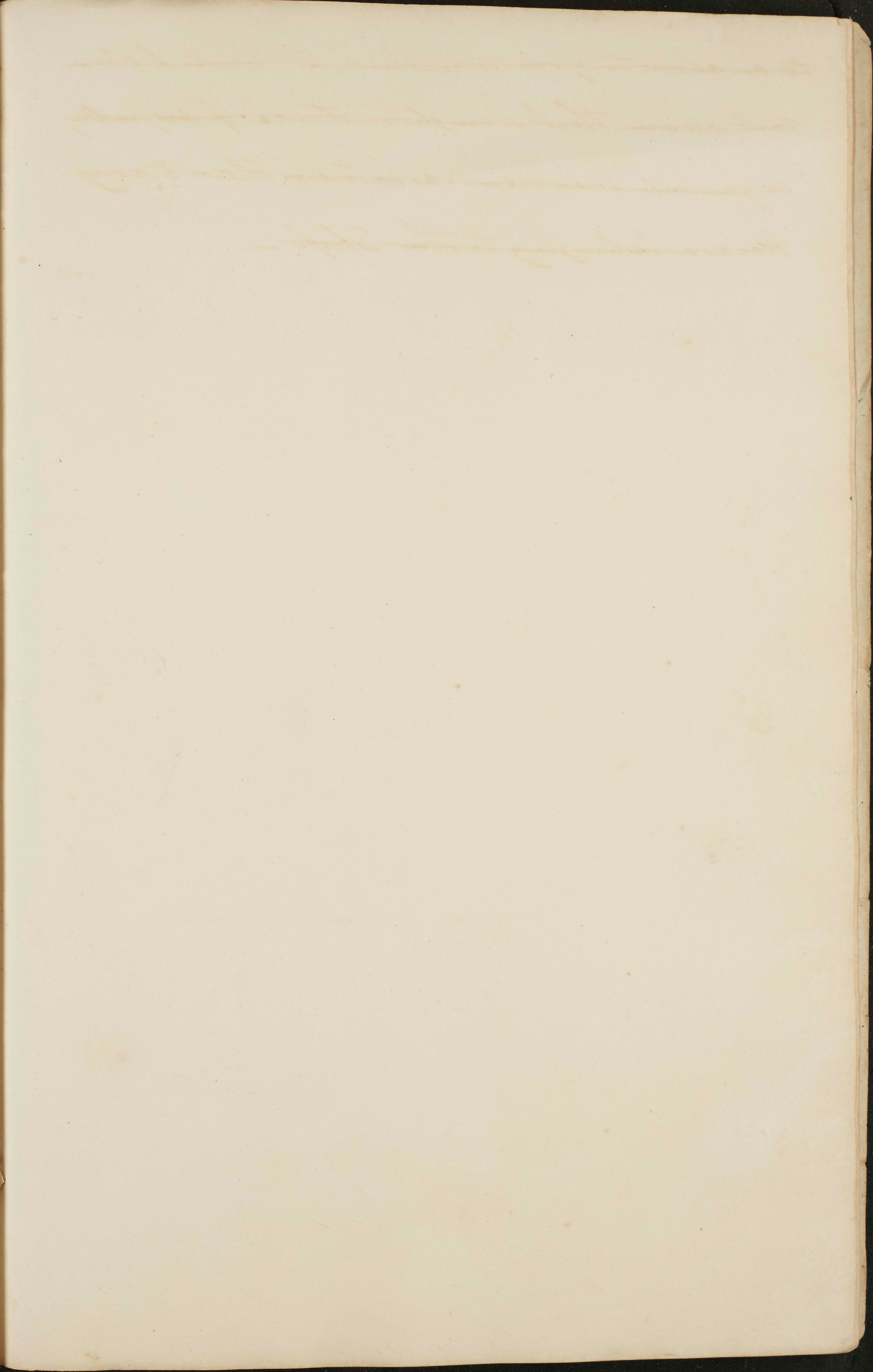
Washington.

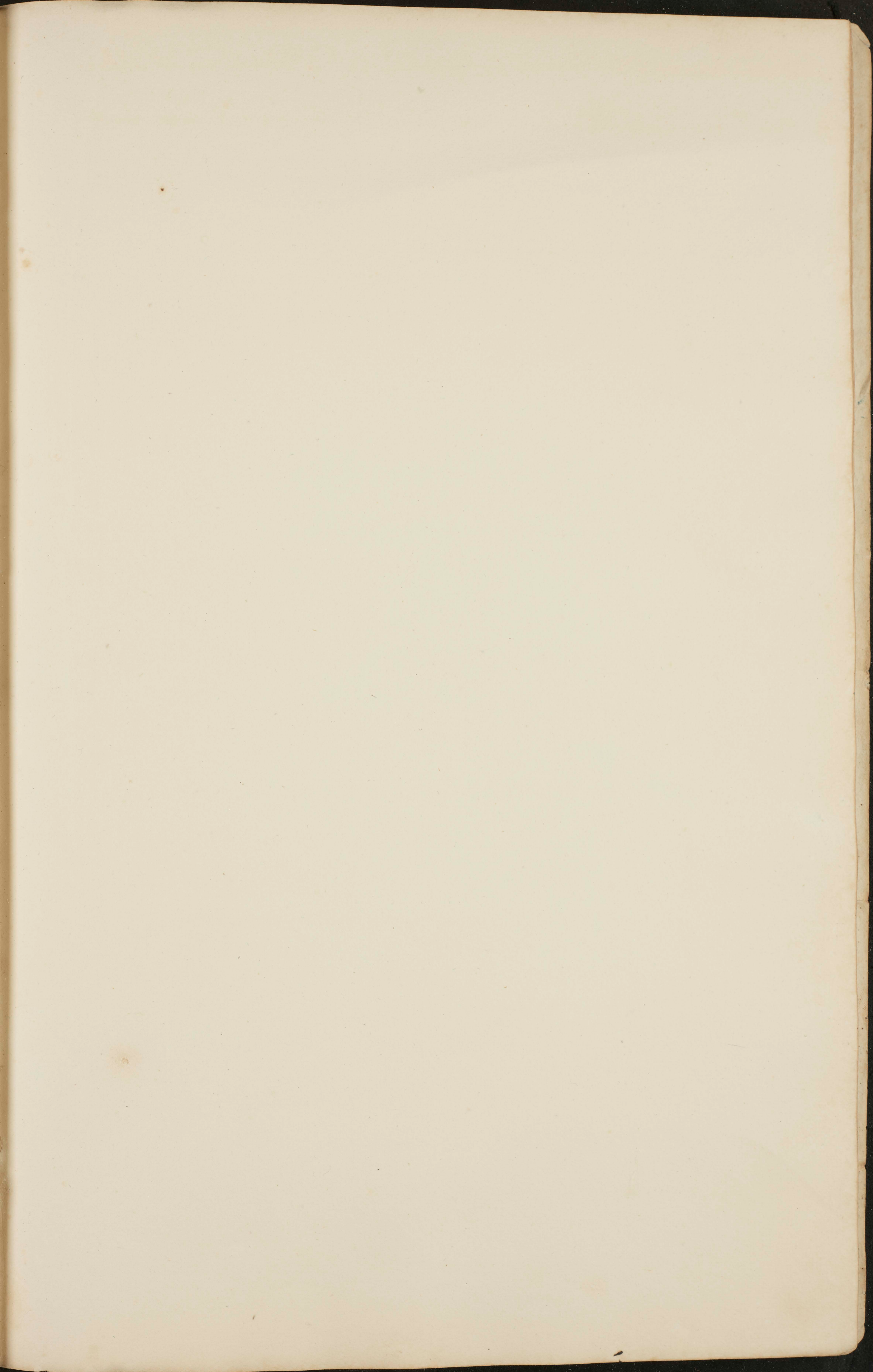
P.S. I enclose also a list of American Rebels

we have boarded.

(Signed) J. H. Aulick.

~~to enclose to you numbered 2. and I am~~
~~not aware that a single instance of dispute,~~
~~or quarrel ever occurred between them & any~~
~~person belonging to the Ship -~~





The ship in answer
 called Bay 19th July 1835
 Received from Commodore
 with one packet set out for the use
 of this ship
 (Signed) J. H. Mickle

Dear Mr. Justice Bayly

Received from Capt John H. the following
articles from the U. S. Ship Museum.

10
 11
 12
 13
 14
 15
 16
 17
 18
 19
 20
 21
 22
 23
 24
 25
 26
 27
 28
 29
 30
 31
 32
 33
 34
 35
 36
 37
 38
 39
 40
 41
 42
 43
 44
 45
 46
 47
 48
 49
 50
 51
 52
 53
 54
 55
 56
 57
 58
 59
 60
 61
 62
 63
 64
 65
 66
 67
 68
 69
 70
 71
 72
 73
 74
 75
 76
 77
 78
 79
 80
 81
 82
 83
 84
 85
 86
 87
 88
 89
 90
 91
 92
 93
 94
 95
 96
 97
 98
 99
 100

2. Letture 3 giornali 1 Biblioteca Bologna.
1. Letture de

J. Rodin

1. No 713. Parker & Perkins. Being part of Mean
Grains in 9th Oct 2-1833. at 8.16 & 8.16
Nov 19.

1. Make list No 276 - Barnard Parker
being part of Mean Grains in 9th Oct 2-1833
at 8.16 & 8.16 & 8.16 & 8.16
a part of 8.16 & 8.16 & 8.16 & 8.16

Received from Com^{rs} Mr. J. Adams
the above Chart & documents

Albany. Nov 2, 1834

J. A.

Received of Com^{rs} J. O. Adams the one
copy of the "General Digest" of the Navy

marked Albany 1831. for which I have
myself accounted to the Board of Navy

Commissioners.

No Ship Viceroy Albany

Nov 2, 1834

J. A.

Received of Com^{rs} J. O. Adams the one of "Parker
Digest" for the use of the No Ship Viceroy
to be taken care of & returned to the Navy Com
missioners Office. with the other Digest Books
of the Ship & for which I have myself account
able to the Board of Navy Commissioners
having signed duplicate receipts -

No Ship Viceroy

Albany Nov 2, 1834

J. A.

Review of Charts (Mtg. & the following)

Register of Charts, 31st/1835-
Chart of North Atlantic Ocean by Walker, 1832 with Chart

South " " 1833 " 2
West India & Gulf of Mexico - " " 1833 " 4

" " " " " 1818 " 2
South Coast, N. D. " " " 1832 " 5

Bahama Banks 1830 " 2
Brazil Coast of - 1831 " 2

Cape de Verde - - - 1824 " 1
Coast of Peru - " " 1831 " 1

Coast of Chile " " " 1831 " 1
Coast of America - " " 1831 " 2

Coast of America " " " 1831 " 2
Harbours in the Pacific " " " 1831 " 2

River de Plata by Heycock
Chart of the Atlantic Ocean by Parry " 1819

Coast of America by Bunt. 1826
Coast of America by Storer. 1822

Pacific & North Atlantic Ocean 1825
Narrative Chart by Hayes 1824

Chart of the Atlantic Ocean by Davis
Sailing Directions of N. S. & Cape of Good Hope &c.

2 Det. Charts, one by Parkinson & Freyhaan, the other
by Freyhaan & Drinning -

2 Quadrants one by Parkinson & Freyhaan, the other
by Drinning & Drinning -

1 Det. Hydrog. Day & Night Sky Globes.
1 Det. Sky-Globe -

1 Chron. N. S. by Bonard & Maker, being part of a Memoir
published in the 9th Oct. 1833 - at 100

135-8th & 10th & 11th & 12th & 13th & 14th & 15th & 16th & 17th & 18th & 19th & 20th & 21st & 22nd & 23rd & 24th & 25th & 26th & 27th & 28th & 29th & 30th & 31st & 32nd & 33rd & 34th & 35th & 36th & 37th & 38th & 39th & 40th & 41st & 42nd & 43rd & 44th & 45th & 46th & 47th & 48th & 49th & 50th & 51st & 52nd & 53rd & 54th & 55th & 56th & 57th & 58th & 59th & 60th & 61st & 62nd & 63rd & 64th & 65th & 66th & 67th & 68th & 69th & 70th & 71st & 72nd & 73rd & 74th & 75th & 76th & 77th & 78th & 79th & 80th & 81st & 82nd & 83rd & 84th & 85th & 86th & 87th & 88th & 89th & 90th & 91st & 92nd & 93rd & 94th & 95th & 96th & 97th & 98th & 99th & 100th

list of books belonging to the No. ship American

History of England Vol. 9

The descent of Man

1. History

2. Society

3. Politics

Metaphysics

Political Economy

Political History

Political Philosophy

Political Science

American State Papers

History of the United States

History of the Republic

History of the Nation

History of the People

History of the World

History of the Universe

History of the Earth

History of the Sky

History of the Sun

History of the Moon

History of the Stars

History of the Planets

History of the Comets

History of the Meteors

History of the Clouds

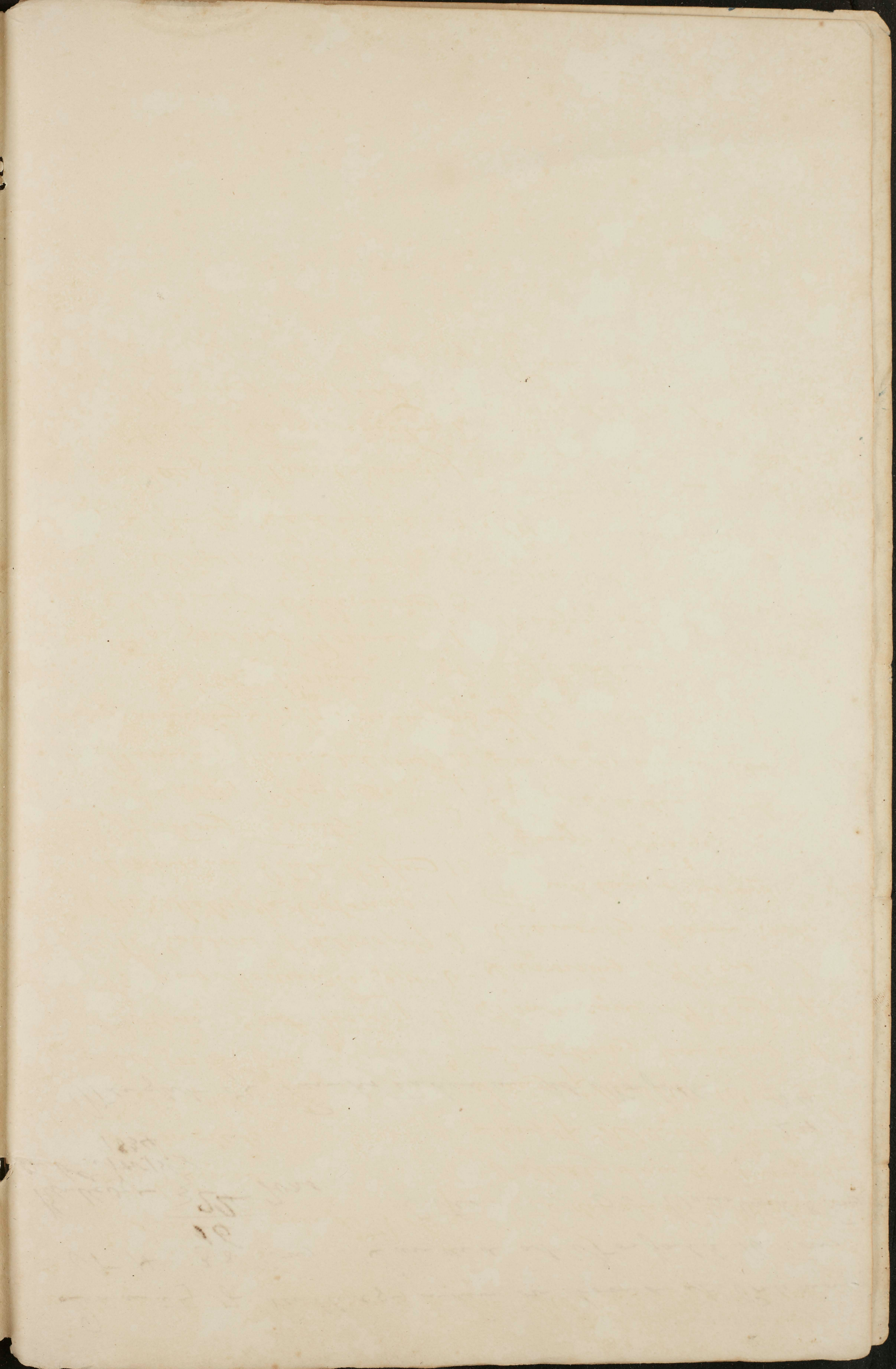
History of the Winds

History of the Rain

History of the Snow

History of the Ice

History of the Fire



Quantity of (Kunthia) Taken on board at Portmouth
 14 38 Tons - (unacid at Charlestown 16 Tons.
 16
 322 Tons -
 on the 15th 1834
 D. H. - 00. Water Lark 8 Tons.

Amount of (Kunthia) Taken in at Norfolk
 24
 34

